FISKE WOULD ENJOIN THE "GREATEST JUDAS."

Power Has Signed With Charles Frohman, but the Rival Manager Wants to Enforce His Option-Fiske Contract Too Unfair to Stand, Says the Lawyer.

Harrison Grey Fiske, the husband of Minnie Maddern Fiske, applied to Justice Blanchard in the Supreme Court yesterday for an injunction to restrain Tyrone Power. who last winter played Judgs Iscariot in "Mary of Magdala," from appearing under the management of Charles Frohman. Mr. Power has been engaged by Mr. Frohman to appear in the play "Ulysses."

In the argument the point was raised by A. H. Hummel, who represented Mr. Power, that the contract which his client had signed with Mr. Fiske was so unfair and one-sided that no court would sustain it. Charles E. Lydecker, who argued the case for Mr. Fiske, informed the Court that early in 1901 Mr. Power agreed "to act exclusively under the Fiske management at any and all places that the company should play.' Also in the contract was a clause which provided that Mr. Fiske should have the first option on the services of Mr. Power for the seasons of 1903 and 1904. Mr. Lydecker added:

"In January of this year Mr. Fiske wrote Power that he would exercise his option and engaged him for the season of 1903 and 1904. Then temptation came to Power He had made such a success with the character of Judas that he had received flattering offers, and he asked Mr. Fiske to release him from the contract. Mr. Fiske wrote Power that he was sorry, but he would

wrote Power that he was sorry, but he would be obliged to hold him to the contract."

Mr. Hummel, in opposing the issuance of the injunction, admitted that Mr. Power was about to appear under Mr. Frohman's management, and added that last February he had written to Mr. Fiske saying that the latter's contract was inequitable and that Mr. Power would not be bound by it. Despite this not inication, Mr. Hummel said, Mr. Fiske had made no effort toward enforcing the contract until a few days ago, when he applied for the injunction. when he applied for the injunction.

"Mr Power has not been treated as a star actor," exclaimed Mr. Hummel. "While they now describe Power as 'the greatest Judas that has ever been seen since the original,' the programme did not feature

"Look over this programme. On the first page we have the picture of Mrs. Fiske, and on succeeding pages pictures of the other characters in the play, and, finally, on the back page, a picture of the leader of the orchestra. On other pages, adjustical matter written by the manner. editorial matter written by the manager, but not one line of this 'great actor, the real star, the wonderful Judas.'

This contract is so unfair and inequitable as to be absolutely void. Mr. Fiske provides in this contract that he can dispense with Mr. Power's services on two weeks' notice, and yet he can hold the actor to a hong term of weeks. But that is not the worst feature of this contract. It provides that if Mrs. Fiske feels too ill to play at any time the actors are not to receive

any salary.

But there is another and even worse "But there is another and even worse feature of this contract for the actor. This contract provides that in event of Mr. Fiske not being able to book his plays at any theatres salaries are to stop, yet the actors are to remain in his service. Mr. Fiske plays non-syndicate houses. Suppose, your Honor, that he could not get into any theatres, should he be permitted to retain and control the services of actors without any pay?"

Justice Blanchard reserved decision.

WABASH ROUTE TO QUAKER TOWN It Won't Be by Trolley Tracks, Officers Say, Despite a Wall Street Story.

story was current in Wall Street yesterday that the Wabash Railroad had secured an entrance into Philadelphia from Baltimore by the use, from Parkesburg, of the Philadelphia and Western trolley lines to Sixty-third and Market streets. It was added that the Wabash would build a station in the central part of the city. Neither George J. Gould, nor President Joseph Ramsey of the Wabash, was in town, but Wabash officials denied the story absolutely.

While it was generally understood that eventually the Wabash will reach Philadelphia, and this city, too, President Ramsey said only a few days ago that no projects beyond the Baltimore terminal were now nder consideration.

FINANCIAL NOTES.

The local movements of money this week are described by the New York News Bureau as follows: "The known movements of money for the week ending on Thursday show that the banks have lost by the direct express cash movements to the interior \$584,100. In addition the banks lost to the Sub-Treasury in the time specified, \$3,088,000, a total cash loss of \$3,572,100. Probably only one-half of the loss to the Sub-Treasury will be reflected in to-morrow's bank statement. The debit of the Sub-Treasury, amounting to debit of the Sub-Treasury, amounting to nearly \$1,000,000, was chiefly on account of payments on post office warrants. The loss by the banks on the direct express moveof payments on post office warrants. The loss by the banks on the direct express movement is interesting for the reason that it is the first net docrease by the local institutions this season. The figures printed above may be increased by loss in cash to the interior by banks that ordinarily do not receive or ship much currency from or to the interior. As was stated by this paper earlier in the week, the banks in this week last year sustained a total loss in cash of \$6,580,900, the shipments to the interior aggregating \$4,128,400, the largest outgo of the season thus far. In the same week in other years the cash loss was as large or even larger. On the other hand, in this week last year bank deposits decreased \$12,000,300. The official Sub-Treasury statement this week shows the following payments: \$599,189 on New York Assay Office checks, \$247,437 on San Francisco Mint checks, \$310,001 on Seattle Assay Office checks, \$227,437 on San Francisco Mint checks, \$310,001 on Seattle Assay Office checks and \$559,000 for pensions. The pension payments in the previous week were \$1,131,000 and the week before aggregated \$2,837,000. There were no transfers from San Francisco, but \$100,000 was transferred from this city to New Orleans. The collections for customs footed up \$3,416,934, 4211181 33,475,820 last week, \$3,958,904 the previous week and \$3,320,038 the week before. The banks this week received by direct express from the interior \$2,798,400 in cash and shipped \$3,332,500. In the previous week they received \$3,386,000 and shipped \$1,346,300, a gain on last week's movement of \$2,040,700. Shipments this week, accordingly, show an increase over last week of \$1,987,200, and, as alloye stated, outside banks Y, show an increase over last week of \$1,-200, and, as above stated, outside banks y swell this total."

ceeds of the sale of timber or minerals thereon. The bonds are issued under the authority of the Province of Ontario, and as the railway is a Government enterprise the payment of the principal and interest of the bonds is guaranteed by the Province, and the bonds are in substance a Government bond. The time expired yesterday under the original notice for the deposit of the first and second income bonds of the Mexican Central Railway in accordance with the offer made by Ladenburg, Thaimann & Co. for the company to exchange the bonds for depending enterprise of the bonds have come in satisfactorily, but that at the request of holders it has been decided to extend the time until Sept. 30.

petition in bankruptcy has been filed against Jacob Levitt, manufacturer of children's clothing at 505 West Broadway by Louis Kessel & Bro., creditors for \$467 for merchandise sold to him. Judge Holt of the United States District Court appointed Joseph P. Howe receiver yesterday. The liabilities are estimated at \$20,000.

A petition in bankruptcy has been filed sgainst the Photo-Moulding Company, makers of dies by photographic process at 213 Fast Twenty-fourth street.

Henry Neus, a life insurance agent, of \$64 East 115th street, has filed a petition in bankruptcy with liabilities of \$34,323 and no sesses. The debts were contracted when he was a manufacturer of artificial stone. fren's clothing at 505 West Broadway by

To the Holders of

25 BROAD STREET. September 5, 1908.

First Consolidated Income Bonds Second Consolidated Income Bonds Registered Income Bonds

Mexican Central Railway Company, Limited.

Referring to our offer dated August 10th, 1903, the time for the deposit of bonds thereunder is

For MEXICAN CENTRAL RAILWAY COMPANY, Limited. LADENBURG, THALMANN & CO.

GOSSIP OF WALL STREET.

Interest in the market was confined largely to the board room. One of the largest wire ouses in the Street did ten shares up to noon. Local commission house business was in-significant. The Western wire houses, however, were active, principally in Atchison. The attendance of both traders and brokers was light to begin with, but early departures for the holiday thinned it down in the afternoon to nominal. In spite of all this, the volume of trading fell off only about 40,000 shares as compared with Thursday's total transactions. It was difficult to make any-taing of the buying and selling, owing to the great preponderance of purely manipulative orders and the confusing manner in which they were distributed. Some brokers ven-tured the opinion after the close that less than 6 per cent. of the day's business had been other than professional.

The continued scarcity of stocks gave the bull crowd the advantage, and it made use of the favorable technical conditions existing to bid up prices all around the room at the expense of the shorts. The conditions making such manipulation possible, critics averred, were far more significant than the manipulation itself.

There evidently was a larger short in terest in Atchison than anybody imagined, even after the tremendous borrowing reported from the loan crowd on Thursday. The demand for it continued in the loan department yesterday morning and was so urgent as to cause the stock to lend at 1 per cent., or at less than the prevailing money rate. Western houses were large buyers. They were said to be taking stock both for long and short account. Harris, Gates & Co. were supposed to be distributing buying orders. S. B. Chapin & Co., Bartlett, Frazier t Carrington, Van Emburgh & Atterbury, De Witt & Co., Currie Bros. and Daniel O'Dell & Co. were heavy buyers on the advance. Although the buying throughout the day was more conspicuous than the selling, a was more conspictions than the sening, a good deal of long stock came out above 66, and it looked as if the bull crowd was realiz-ing freely at the expense of the short interest. Some traders who participated in the demon-stration begun on Wednesday waited until the last hour yesterday to take their profits. Brokers who watched the trading said manipu-lation was very apparent. ation was very apparent.

An Atchsion sceptic reflected yesterday that if important interests really were accumulating stock they would do it without a band. Union Pacific interests were included among those coveting either control of Atchison or a voice in the management. That story came from Chicago. Brokers who have execame from Chicago. Brokers who have executed large commissions in the stock this week are in doubt about the character of the buying, but they generally incline to the opinion that no stock has really been accumulated, in the usual acceptance of that term, on this advance. They regard it as a purely professional operation, directed against a stubborn short interest. A great deal of money was made by a few operators on the short side of the stock, and they have been reluctant to cover their short contracts. A number of large stop-loss orders were found yesterday from 66 up, and their execution caused the rapid rise across 67.

The routing of the short interest in Atchison made the shorts in other stocks uneasy, and miscellaneous covering became a featand miscellaneous covering became a feat-ure of the trading. It was feared that the selling of Reading, for one thing, had been overdone, and a moderately active covering movement was seen in that stock. The granger shares, however, reflected the dis-position more strongly than others. Union Pacific and Missouri Pacific, especially. Mis-souri Pacific had been an object of bearish attention for several days because the stock seemed to be plentiful. It was the opinion on the floor vesterday afternoon that the on the floor yesterday afternoon that the general short interest had been materially

Sidney Schuyler was the principal seller of Colorado Fuel. The buying was scattered. The stock's further break of nearly 4 points to 40% excited no special comment. The speculative interest in it is very small. The selling has been caused by the virtual passing of the dividend on the preferred stock.

Content went around the room in the forenoon bidding up various stocks, especially Metropolitan Street Railway, which seemed Metropolitan Street Railway, which seemed to advance easily on small transactions. For the first time this week Metropolitan Securities showed more activity than Metropolitan Street Railway, advancing yesterday 1½ per cent. to 76½, with a volume of 2,000 shares, whereas Metropolitan Street Railway had a volume of only 1,500. Wasserman bid up Metropolitan Securities. There are some brokers who insist that the buying of Metropolitan Street Railway on this break has been better than the selling. Its advance yesterday was accompanied by the rumor that the Morton Trust Company had taken over control of the Metropolitan Securities Company for Interborough interests. This was denied. There is a very general impression, however, that a market situation is developing in Metropolitan Street Railway stock which may be prolific of incidents in the near future. The scarcity of the stock is beginning to attract attention.

Bond dealers report an improved demand for all classes of Government bonds. They attribute it partly to Secretary Shaw's plan attribute it partly to Secretary Snaw's plan for increasing Federal deposits. Individual holders have been selling freely on the ad-vance, on the advice of their brokers, who regard this as an exceptionally favorable op-portunity for selling odd-lot holdings of Gov-ernment bonds. The result of this selling has been to increase moderately the demand for first class bonds of other kinds.

The arbitrage operations yesterday were unimportant, amounting to less than 3,000 shares all told. Orders described as manipushares an told. Orders described as manipulative were received from London, however, by houses whose buying or selling would be likely to attract attention as something more than mere arbitraging houses; for example, such as bought Amalgamated Copper on London orders and sold it out again within a week.

A Western crowd that is bullish on corn and bearish on the granger stocks was active yesterday in exploiting a touch of frost in the Northern Ontario Railway of Onderson Ontario Railway Company. The bonds are secured to the Temiskaming and Northern Ontario Railway of Onderson Ontario Railway and on the proceeds of the sale of a land grant of the Company of the sale of a land grant of the Company of the Sale of timber or minerals thereby the Province of Ontario, and as the railway of Ontario Railway of Ontario, and as the railway of Ontario Railway of Ont yesterday in exploiting a touch of frost in the

A good many traders make it a point, especially when there is anything like the present crop uncertainty overhanging the market, epterop uncertainty overhanging the harket, to carry short stocks over a holiday on the theory that unexpected developments are more likely to be bearish than bullish. There was some such selling yesterday, but nothing like as much as there might have been had it not been so uncomfortable a session for the shorts generally.

The surprise of the Government's report on cotton, showing the crop in higher pertent on cotton, showing the crop in higher pertent contages than anybody expected, caused those who have had experience in the matter to comment upon the notorious unreliability of the farmer's estimate of his own crops, especially the Southern cotton raiser. The farmer is naturally a buil on cotton, or corn, or whatever he raises, and he has learned that by underestimating the yield he can make a better market for his products. "A Southern planter will look mournful" says an authority on this subject, "and tell you there isn't any cotton on his place, and then ship twice as much to the market as he grew the year before. One farmer's word, of course, wouldn't buil the market, but when thousands and thousands of them regularly underestimate their crops with that object in view it is likely to be very misleading. The farmer seemed to wake up to this soon after the system of canvassing the agricultural regions by correspondence was perfected by speculative operators in staple products." The surprise of the Government's report

WANTED-\$8,000 to \$10,000, few months, on an estate of several hundred thousand; opportunity for man with idle balance or bank facilities. Address H. G. HARRIS, 30 Broad.

no policy to suggest.

The delegates in general believed that the Government should enforce publicity from and guard against the insolvency of insurance companies. Further than that they could not agree. Robert San-Galli of St. Petersburg, said:

companies should welcome it. Moreover, the closer the supervision the better."

"The plans for machinery for this purpose," he added, are no more needed than they would be in any private business, where no one would hesitate to call Governwhere no one would hesitate to call Government interference an abridgement of the right of private contract.*

The present system of local State supervision in the United States was attacked by several speakers. One of them was J. G. Van Cise of the Equitable Life Insurance Company, who asserted that the reports required by many of the States are inquisitorial.

SOUTH USING UP MORE COTTON And the North Less-Interesting Statistics

The report of the Financial Chronicle on the cotton crop of the United States for the year ended Sept. 1 shows that the stock on hand at the close of the year was only 162,040 bales. The total crop was 10,758,326 bales, exports were 6,794,572 bales and spinners' takings 4,151,091 bales. The following table compares in bales re-ceipts and exports in the last three years:

| 1008 | 1902 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | 1901 | construction in the South is shown in the increased takings there, which were 105,000 bales in excess of those of 1902, the takings of the Northern mills showing a decrease of 163,000 bales. This is also shown in the estimates of spindles. In the South there were 7,039,633, a gain of more than 600,000 over 1902, while in the North spindles numbered 15,200,000, a gain of only 50,000 over the previous year. over the previous year.

The total number of spindles in Europe was 81,200,000, an increase of 300,000, and in the world 111,789,683, against 110,-

James J. Hill denied yesterday a story put about Wall Street to the effect that he planning to build a railroad from Lak Superior, through Canada, to Hamilton Inlet, Labrador. The route of the road, as reported, was many miles north of the Canadian Pacific.

Mr. Hill. "Why, I would justly lay myself open to charges of lunacy if I were planning any such project. The country mentioned in the story couldn't possibly support a railroad. It's mostly given over to trappers railroad. It's mostly given over to trappers and fishermen. "I have no intention of entering on new

\$150,000,0000.

AUSTIN, Tex., Sept. 4.-The Mexican International Railroad will be consolidated with the National Railroad of Mexico or Oct. 1. The International will be operated from the general offices of the National, situated in the City of Mexico.

EXCURSIONS.

LONG ISLAND RAILROAD.

EAST 134TH ST. ROUTE (Breek). EAST 99TH ST. ROUTE.

UP THE SOUND. ROTON POINT.

STEAMER JOHN SYLVESTER



FOR GOVERNMENT SUPERVISION. Foreign Speakers at the Congress of Insurance Men Favor It.

The extent to which Government should go in supervising insurance companies was the chief topic at the Actuaries' Congress yesterday. James R. Garfield, United States Commissioner of Corporations, said that the new Department of Commerce was still a student of this subject and had

"Only the weak companies ought to be afraid of supervision and the strong On the other hand Charlton T. Lewis asserted that the courts are competent to

of Stocks and Mill Progress.

655,939 in 1902. NO NEW VENTURES FOR J. J. HILL

He's Too Busy With Existing Interests -Northern Securities in Fine Shape.

"That story is nonsensical," declared

ventures. I am contented with my work in the Northwest, and my attention will be given to the development of my interests there. The constituent properties of the Northern Securities Company are snowing up splendidly, they are exceeding the most sanguine expectations as to earnings.

Mr. Hill has been credited with a prediction that the gross earnings of the Northern Securities roads would be about

Mexican Railroads United.

"THE WAY TO THE SEA."

MANHATTAN BEACH.

Leave 34th st., E. R., N. Y., week days, 5:30, 6:40, 7:40, 9:20, 11:90 A. M.: 12:10, 12:40, 12:50, 11:0, 1:40, 2:10, 2:40, 3:10, 3:40, 4:40, 5:10, 6:00, 6:40, 7:10, 7:40, 8:10, 8:40, 9:30, 10:50 P. M.

Additional trains on Sept. 5, 7 and 12, at 11:50 A. M., 12:30, 1:90 and 1:20 P. M.

Leave East N. V. 25 minutes after 34th st. time.

ROCK AWAY BEACH.

Leave 34th st., E. R., N. Y., week days, 5:40, 6:40, 8:30, 9:20, 10:30, 10:50 A. M.; 12:50, 1:50, 2:50, 4:20, 5:20, 6:30, 7:20, 8:00, 9:20, 10:30, 10:50, P. M. Additional trains Saturday, 1:20, 2:30, 3:20, 9:50 P. M.

Last Excursion of the Season. NEWPORT AND RETURN \$1.50 LONG ISLAND R. R. & STEAMER "CIT OF WORCESTER" from Greenport, L. Express train leaves foot E. 34th st., N. 8:20, Brooklyn, F. B. Ave., 8:15, Bedfor 8:20 A. M. Tiekets on sale at L. I. R. ticket offices. Right is reserved to popone excursion and redeem tickets. Stat

Monday, Sept. 7. (Labor Day) Connecting with trolley for South Norwalk Norwalk, Stamford and Darten, Conn.

aves flattery, IC; E. 31st st., 10.30; E. 13sth st., leaves Roton Point 5 P. M. Excursion, 50 ets. EVERY SUNDAY

SUCHUL evening Excursion, Soc.

On Sundays the spiendid Norwich Line Steamer Striken St. 1009 Wester For In Steamer St. 1009 Wester For In St. 100 On Sundays the spiendid Norwien Line Steamer CITY OF LOWELL leaves Pler 40. N. R. foot Clarkson St. 1009. W 128th St. 10.30 A. M. for Hudson River trip as far as Foughteepsie. No landing. Resture, due N.Y. 6. P.M. Music. Restaurant, Lunch Counter, Cafe, &c. Popular prices.

11. SUN. CATURELLE, DEPTEMBER 5 1903.

EXCURSIONS

Just pack your trunk and go! That's all you have to do. If you are not an expert, we'll

Last 'Round the World tour, Oct. 23. Individual tickets everywhere, every working day.

have that done, too.

THOS. COOK & SON, Two Broadway Omces: Downtown, 261, cor. Warren. PHILADELPHIA, 828 Chestnut St.

LABOR DAY EXCURSIONS

BOSTON, 332 Washington St.



NIAGARA FALLS AND RETURN, \$9 Tickets good going Sept. 5; Return Sept. 7. CRANBERRY LAKE & RETURN, SI Special excursion tickets Sept, 6 and 7. Pocono and Blue Ridge Mountain

Resorts. Special trains from New York at 1 P. M., Sept. 3, 4 and 5. Returning Sept. 7 and 8. TICKETS AND ALL INFORMATION AT

429 AND 1183 BROADWAY, N. Y. 338 FULTON ST., BROOKLYN.

WEST POINT, NEWBURGH POUGHKEEPSIE,

UP THE PICTURESQUE HUDSON, Grand Daily Outings (except Sunday), By Palace Iron Day Line Steamers "NEW YORK" and "ALBANY." From Brooklyn, Fulton St. (by Annex). 8:00 A.M.

New York, Desbrosses St. Pler. . 3:40 "
West 22d St. Pler. . . 9:00

West 129th St. Pler . . . 0:20

Returning due in New York, 5:30 P. M.
MORNING AND AFTERNOON CONCERTS.

AFTERNOON BOAT. STR. MARY POWELL.

LABOR DAY AND SATURDAY AFTERNOON EXCURSION TO WEST POINT.

STEAMER MARY POWELL.
Leaving Desbrosses St. 1:45, W. 22d St. 2, W. 120th St. 2:20 P. M. Arriving West Point, 4:40, Tickets good to return by any West Shore train, S. N. Y. Central, \$1.10, or Str. "Ramsdell," \$1. Ample time to see Dress Parade, Public Buildings, &c. Famous Mary Powell Orchestra.

Last Sunday Excursions OF THE SEASON-SEPT. 6, 13, 20 ERIE RAILROAD LACKAWAXEN-- \$

SHOHOLAGLEN Express trains leave W. 23d St. 8.55 and 9.25; Chambers St. 9.00 and 9.30; Jersey City 9.15 and 9.45 A. M. Returning leave Lackawasen 4.15 and 5.00 P. M., Shohola 4.30 and 5.15 P. M.

GREENWOOD LAKE GLENS. \$1.00 or, with Dinner at Casine, \$1.50 Special express train leaves West 23d St. 9.40, Chambers St. 9.45, Jersey City 10.00 A. M. Re-turning leave Giens 5.00 and 6.58 P. M.

LEHICH VALLEY NIAGARA \$0.00 FALLS and Return SEPTEMBER 5th SEPTEMBER 5th teturn to SEPTEMBER 7th EXCURSION FARES TO TORONTO.
PARLOR AND SLEEPING CARS
DINING CARS A LA CARTE

MAUCH CHUNK
GLEN ONOKO
And the SWITCHBACK LABOR DAY, SEPTEMBER 7th Special train leaves New York, 23d St. 8.25 a.m.; Cortlandt and Desbrosses Sts., 8.35 a.m.; Brooklyn (Fulton St.), 8.15 a.m. Re turn, leave Manch Chunk, 5.45 p.m. Ticket From Brookivn 15 cents additional

SOC.-LONG BRANCH AND BACK-SOC. SOC.-ASBURY PARK AND BACK-SOC. Highland Beach - Pleasure Bay, AND ALL NORTH JERSEY COAST RESORTS

L.V. W. 13TH ST., 8.55, 11 A. M., 2.40 P. M. SATURDAYS, 8.55 A. M., 12.45, 2.40 P. M. L.V. BATTERY, 9.20, 11.30 A. M., 3.10 P. M. SATURDAYS, 9.20 A. M., 1.15, 3.10 P. M. L.V. LONG BRANCH, 7.10 A. M., 3.30, 4.45 P. M. LV. WEST 129TH ST., 8.15 A. M. LV. WEST 13TH ST., 8.55, 9.40, 10.40 A. M. LV. BATTERY, 9.20, 10.10, 11.10 A. M. LV. LONG BRANCH, 4.15, 4.30, 4.45 P. M. On Labor Day, Sept. 7th, boats will leave on Sunday's time.

LABOR DAY EXCURSION MAUCH CHUNK, SWITCHBACK & GLEN UNOKO

September 7, 1903. Via New Jersey Central. Adults, \$1.50. Children, 75c. switchback fickets, 50c. additional.

CONEY ISLAND

Leave FOOT 22D ST. North River, 9:00, 11:50 A. M., 12:50 M., 12:40, 120, 2:45, 3:31, 15:00, 5:45, 6:30, 7:15, 8:30, 9:50 P. M. Leave Pier (New) No. 1. } Half hour later. nd CIGARS served under company managen .

West 129th St. 0 A. M. West 22d St. 6:40, 10:00 A. M., 1:36 P. M. Battery Landing, 9:15, 10:40 A. M. 2:06 P. M. Leave Rockaway, 11 A. M., 1:45, 6:00 P. M. BOUND TRIP, 69c.

EXCURSIONS 'The New York World's Fair." novelites. Exhibition extraordinary, a Band of Genuine Mindoo Jugglers. Grand concerts, magnificent foliage, rare plants, horticultural wonders, un equalled menageris, museum and aquarium; ALL PREE, Delightful and on a wift, steamers. Dinners a la carte. 'Klein Deutschland.' The Dairy, log, Billiards, Fishing.

Dinners a is carse. Alexander Deutschland. The Dairy. Boating, Bathing, Bowling, Billiards, Fishing. TIME TABLE—SUBJECT TO CHANGE—LEAVE: Cortland: Street Pler, 930, 10:30, 11:30 A. M., 1230, 230, 2:36 F. M.
Bridge Dock, Fulton Ferry, Brooklyn, 9:30, 10:30, 11:30 A. M., 12:30, 2:30, 4:30 P. M.
East Sid Street, 9:30, 10:30, 10:45, 11:45 A. M., 12:15, 2:15, 2:15, 2:15, 2:15, 2:16, 2:45, 3:15, 4:30 P. M.
Leave Glen Island, 11:30 A. M. for Cortlandt Street only; 11:15 A. M. for 22d Street and Brook-lyn; 12:30 M. and 1:30 P. M. for Cortlandt Street only; 3:30, 5:30, 6:30 and 7:30 P. M. for all landings. Extra boats on Sundays and holidays.

EXCURSION, 40 CENTS, including admission to all attractions.

Saturday UP THE SOUND Half Excursion

to Great Neck, Sea Cliff, Glen Cove and Glenwood. Steamer leaves Pier 13, E. R., near Wall St., 1:30; foot flat St., E. R., 1:59 P. M. Returning, due in New York at 9:35 P. M. Excursion, 50c.

TO NEW HAVEN on SUNDAYS (also LABOR DAY, Sept. 7th), the fleet steel STEAMER RICHARD PECK will leave Pier 60, N. R., foot Clarkson St., 8:30; East Sts. 10:15 A. M. Returning, due New York 8:00 P. M. Nearly all day on Long Island Sound. An hour in New Haven. Music. Tickets \$1.

OCEAN STEAMERS.

Hamburg-American. For PLYMOUTH—CHERBOURG—HAMBURG.
Twin-Screw Express and Passenger Service.
THE GREAT OCEAN FLYER

S.S. Deutschland. Record Voyage, 5 Days 7 Hrs. 38 Min.
SAILS SEPT. 15, O CT. 18, NOV. 12.
Phoenicia. Sept. 5, 4 PM Bluecher . Sept. 17, 10AM
F. Bism'k, Sept. 10, 10AM
Waldersee, Sept. 18, 3 PM
Pretoria. Sept. 12, 5 AM
A Victoria. Sept. 24 16AM
Deutschi'd Sept. 15,11AM
Palatia...Sept. 16, 9 AM

THE Mediterranean By superb Twin-Screw Steamers,
HAMBURG-AMERICAN LINE.
Offices, 35 & 37 Broadway. Piers, Hoboken, N. J. NORTH GERMAN LLOYD S. S. CO.

FAST EXPRESS SERVICE.
PLYMOUTH-CHERBOURG-BREMEN Kronprinz, Sept. 8, 6:30AM | Kronprinz, Oct. 6, 4 PM | K. Wm. II. Sept. 22, 4:30AM | K. Wm. II. Oct. 20, 3 PM | Kalser, Oct. 27, 10 AM OELRICHS & CO., 5 BROADWAY, N. Y.

DOMINION LINE FAST TWIN SCREW SERVICE Boston—Queenstewn—Liverpool.
Mayflower (new) Sept. 10 | Mayflower ... Oct. 8
Commonwealth. Sept. 24 | Columbus new) Oct. 15
New England... Oct. | Commonwealth. Oct. 22
Montreal—Liverpool—Snort sea passage.
Rensington... Sept. 12 | Southwark... Oct. 3
Canada... Sept. 26 | Dominion... Oct. 10 BOSTON Mediterranean SERVICE CAMBROMAN Sat., Sept. 19, Oct. 31, Dec. 12
VANCOUVER Sat., Oct. 10, Nov. 21
1st class, \$70 upward: 2d class, \$50.
For plans, rates, &c., address DOMINION LINE,
BOSTON, or N. Y. Offices, \$ and 73 B'way.

AMERICAN LINE NEW YORK—SOUTHAMPTON—LONDON, St. Louis, Sept. 9, 10 A.M. Phila...Sept. 23, 10 A.M. New York, Sept. 10, 10 A.M. St. Louis, Sept. 30, 10 A.M. RED STAR LINE. NEW YORK-ANTWERP-PARIS.
Zeeland, Sept. 5, 10 A.M. | Vaderland, Sept. 19, 10AM
Finland, Sept. 12, 10 A.M. | Kroonland, Sept. 26, 10AM

CUNARD LINE TO LIVERPOOL via Queenstown.
From Piers 51 and 52, North River. Lucania. Sept. 5, 2 P. M. Campania. Sept. 19, 2P. M. Etruria. Sept. 12, 9 A.M. Umbria. Sept. 29, 9 A.M. Extra Extra Tueso Ay Service. Aurania. Sept. 15, 11 A.M. Carpathia. Sept. 29, 11 A.M. Carrying second and third class only. VERNON H. BROWN & CO., Gen. Agts., 29 B'way.

OLD DOMINION LINE For Old Point Comfort, Norfolk, Portsmouth, Pinner's Point and Newport News, Va., connecting for Petersburg, Richmond, Virginia Beach, Wash-ington, D. C., and entire South and West. Freight and passenger steamers sail from Pier 26, N. R., foot Beach st., evey week day at 3 P. M. H. B. Walker, Vice-President & Traffic Manager. ANCHOR LINE Glasgow and Londonderry

Anchoria Sept. 5, noon Columbia, Sept. 19, 3 P.M.
Furnessia, Sept. 17, noon Astoria..... Sept. 28, noon First saloon, \$50 to \$100.
Second cabin, \$35 and up: third class \$26 and up.
For new lifustrated book of Tours apply to HENDERSON EROTHERS, 17 and 19 B'way, N. Y. ATLANTIC TRANSPORT LINE. NEW YORK-LONDON DIRECT. Minnehaha Sept. 5,4 P.M. | Min'tonka, Sept. 19,4P.M. Mesaba... Sept. 12, 9 A. M. | Min'polls... Sept. 26,9A.M. FOR RATES, ETC., APPLY TO 1 BROADWAY.

WHITE STAR LINE NEW YORK-QUEENSTOWN-LIVERPOOL. Armenian, Sept. 8, 4 P. M. | Cedric. . . Sept. 11, 8 A.M., Germanic. Sept. 9 . noon | Majestic. Sept. 16, noon Pier 48, North River, Office 9 broadway, New York.

STEAMBOATS.

BOSTON AND POINTS IN NEW ENGLAND.

FALL RIVER LINE for Newport, Fall River, Boston and all Eastern and Northern Points. Steamers PRISCILLA and PURITAN Orchestra on each. Leave Pier 19, N. R., foot Warren St., week days and Sundays at 5:30 P. M. PROVIDENCE LINE for Providence, Boston, North and East. Steamers FLYMOUTH and CON. NECTICUT. Orchestra on each. Leave Pier 18, N. R., foot Murray St., week days only at 6 P. M. STONINGTON LINE for Stonlington, Watch Hill, Narragansett Pier, Boston and East. Steamers MAINE and NEW HAMPSHIRE. Leave Pier 40, N. R., foot Clarkson St., week days only at 6 P. M. MAINE and NEW HAMPSHIRE. Leave Pler 40, N. R. foot Clarkson St., week days only at 6 P. M. NORWICH LINE for New London, Pisher's Island, Block Island, Norsteh, Worcester, Toston, North and East. Steamers CITY OF LOWELL and CITY OF WORCESTER. Leave Pler 40, N. R. foot Clarkson St., week days only at 5:30 P. M. NEW HAVEN, LINE for New Haven, Hartford, Springfield and the North. Week days, Steamer RICHARD PECK leaves Pler 40, N. R., 2:30 P. M. foot 31st st., E. R., 3:00 P. M. Steamer CHESTER W. CHAPIN, leaves Pler 40, N. R., 12:50 midnight. Sundaya, Steamer HICHARD PECK leaves Pler 40, N. R., 12:50 midnight. Sundaya, Steamer HICHARD PECK leaves Pler 40, N. R., 12:50 midnight. Sundaya, Steamer HICHARD PECK leaves Pler 40, N. R., 9:30 A. M., foot 31st St., E. R., 10:15 A. M., returning due New York 8:50 P. M. NOTE —On Labor Day, Sept. 7th, Steamer RICHARD PECK will leave New York at 9:30 A. M. foot 51st St., E. R., 0:5 A. M., instead of 2:00 and 3:50 P. M. tespectively.

TICKETS AND SAATEROOMS at 14 June 2:127

STEAMER MARY POWELL

RAILTOAD

STATIONS FOOT OF WEST TWENTY-THIRD STREET AND DESHROSSES AND CORTLAND STREETS.

LANDT STREETS.

LANDT STREETS.

LANDT STREETS.

The leaving time from Desbresses and Cortiandt Streets is five minutes later than that given below for Twenty-third Street Statice, exceet where otherwise noted.

1.55 A. M. FAST MAIL.—Parior, Steeping and Dining Cars. For Chicago, Indianapolis and Louisville.

1.55 A. M. ST. LOUIS LIMITED.—Pullman Sleeping, Smoking and Observation Cars. Checknati, Indianapolis, St. Louis. Dining Car.

10:25 A. M. PENNSYLVANIA LIMITED.—Pullman Sleeping, Dining, Smoking and Observation, Compartment Cars. For Chicago, Cleveland, Toledo and Detroit.

1.55 P. M. CHICAGO AND ST. LOUIS EXPRESS—For Toledo, Nashville (via Cincinnati and Louisville), Indianapolis, Chicago, St. Louis. Dining Car.

4.55 P. M. CHICAGO LIMITED.—Pullman Sleep-

ville), Indianapolis, Chicago, St. Louis.

Car.

6:35 P. M. CHICAGO LIMITED.—Pullman Sleeping, Smoking and Observation Cars. For Chicago, Toledo and Cleveland. Dining Car.

5:35 P. M. ST. LOUIS EXPRESS.—For Pittaburg. Cincinnati, Indianapolis, Louisville, St. Louis-Dining Car. For Gary, W. Va. (via Shenandoah Valley Route).

5:35 P. M. WENTERN EXPRESS.—For Chicago. For Toledo, except Saturday. Dining Car.

7:35 P. M. PACIFIC EXPRESS.—For Pittaburg and Chicago. For Knoxville daily, via Shenandoah Valley Route. Connects for Cleveland, except Saturday.

8:25 P. M. CLEVELAND AND CINCINNATI EXPRESS.—For Pittaburg, Cleveland, Cincinnati, Indianapolis and St. Louis.

WASHINGTON AND THE SOUTH.

WASHINGTON AND THE SOUTH.

WASHINGTON AND THE SOUTH.

7:55, 8:25, 9:25 (Dining Car), 10:10 (Desbrosses and Cortlandt streets, 10:20), (Dining Car), 10:55 (Dining Car), 2:10 (Desbrosses and Cortlandt Streets, 2:20), (3:25 "Congressional Limited," all Parlor and Dining Cars), 3:25 (Dining Car), 4:25 (Dining Car), 4:25 (Dining Car), 4:25 (Dining Car), 10:55 (Dining Car), 4:25 (Dining Car), 10:55 (Dining Car), 2:25 "Congressional Limited," all Parlor and Dining Cars), 3:25 (Dining Car), 4:25 (Dining Car), 4:26 (Di artiantic coast line.—Express, 9:25 a. m. and 9:25 p. m. dally.
SEABOARD AIR LINE RAILWAY.—Express 12:55 p. m. and 12:10 night daily.
NORFOLK AND WESTERN RAILWAY.—For Memphis and New Orleans, 3:25 p. m. daily.
CHESAPEAKE AND OHIO RAILWAY.—I:55 a. m. CHESAPEAKE AND OHIO RAILWAY.—7:35 a. m. week days and 4:55 p. m. daily.
FOR OLD POINT COMFORT AND NORFOLK.—7:55 a. m. week days and 8:55 p. m. daily.
ATLANTIC CITY.—9:55 a. m. and 2:55 p. m. week days. Sundays, 7:55 a. m. Through Vestibuled Trains, Buffet Parior Cars and Standard Coaches on week days. Parior, Smoking Car, Parior Cars, Dining Car and Standard Coaches on Sundays.

Cars, Dining Car and Standard Coaches on Sundays.

CAPE MAY.—12:55 D. m. week days.

For points on New York and Long Branch Railroad (from West Twenty-third Street Station), 7:40, 8:55 a. m., 12:10, 1:10 (Saturdays only), 2:25, 2:05, 2:25, 4:10, 4:55 and 6:25 p. m. week days. Sundays, 7:55, 9:25 a. m., 4:56 p. m. (from Desbrosses and Cortiandt Streets), 7:50, 9:30 a. m., 12:10, 1:20 (Saturdays only), 2:30, 3:10, 3:40, 4:20, 5:10 and 7:30 p. m. week days. Sundays, 8:15, 9:45 a. m., 5:30 p. m. From Desbrosses Street only, 3:26 a. m., Cortiandt Street only, 3:45 a. m. week days. FOR PHILADELPHIA.

6:08, 7:25, 7:55, 7:55 (Dining Car), 3:25, 8:55 [9:25 (Dining Car), (9:35 St. Louis Limited), 10:10 (Desbrosses and Cortlandt Streets, 10:29) (Dining Car), 10:25 (Penna, Limited), 10:35 (Dining Car), 1:35 a. m.; 12:35 (Dining Car), 1:35 (Dining Car), 1:35 a. m.; 12:35 (Dining Car), 2:10 (Desbrosses and, Cortlandt streets, 2:20), 2:35, 3:25 (Dining Car), 3:55, 4:25, 4:25 (Dining Car), 4:35 (Dining Car), 4:35 (Dining Car), 4:35 (Dining Car), 6:35, 7:35, 8:25, 8:35, 9:25 p. m., 12:10 night, week days. Sundays, 6:05, 7:35 (Dining Car), 8:35, 10:25 (Penna, Limited), 10:35 (Dining Car), 3:25 (Dining Car), 1:35 (Dining Car), 3:35 (Dining C for Germantown Jct., only), 4.38 (Dining Car), 5.55 (Dining Car), 7.35, 8.25, 8.25, 8.26, p. 26 p. m., 12:10 night.

Ticket offices, Nos. 481, 1354, 113 and 201 Broadway, 182 Fifth avenue (below 23d St.), 263 Fifth avenue (corner 29th St.), 1 Astor House, West Twenty-third Street Station and stations foot of Desbrosses and Cortlandt Streets; 4 Court Street; 800 Fulton Street, 390 Broadway and Pennsylvania Annex Station, Brooklyn; Station, Jersey City. The New York Transfer Company will call for and cheek baggare from hotel and residences through to destination.

Telephone 914 Eighteenth Street for Pennsylvania Railroad Cab Service.

W. W. ATTERBURY,
General Manager.

GEO. W. BOYD,
General Manager Agent.

6-27-1903.

New York and Boston All Rail.

N. Y., N. H. & H. R. R. and connections.

From Grand Central Station.

Leave By way of By Market Plers 14 and 15 N. R. Office, 73 Broadway, N. Y. *Dally, lacluding Sunday. (Stops at 125th St. 1fFive-hour Limited, all parlor cars; fare. New York and Boston, 37, incuding parlor car seat. Through parlor and sleeping cars by each train. Return service same hours and by same route. C. T. HEMPSTEAD, Gen. Pass. Agent.

LEHICH VALLEY.

Poot of West 28d A. Cortlandt and Desbrosses 8ts. B.

Daily, T Except Sunday. Sunday changes; d19.46. Mauch Chunk Local

The EUFFALO TRAIN

THE EUFFALO TRAIN

TO 10 PM 75.40

THE EUFFALO TRAIN THE SUPPALO TRAIN 77.55 PM 88.00 PM

Tickets and Pullman accommodetions at 167, 261, 280,

S5, 1234 and .554 Broadway, 182 5th Ave., 25 Union Square
West, 345 Co'uribus Ave., N. Y.:860 Fulton St., 4 Court
St., 350 Broadway, and Ft. Fulton St., Broadway, and Ft. Fulton St. Broadway.

N. Y. Transfer Co. will call for and check baggage.

Lackawanna Railroad. Sts.

18:00 A. M.—For Binghamton and Syracuse.

18:00 A. M.—For Buffalo, Chicago and St. Louis.

18:10 P. M.—For Buffalo and Chicago.

18:10 P. M.—For Buffalo and Chicago.

18:100 P. M.—For Surfalo and Plymouth.

68:10 P. M.—For Surfalo and Chicago.

86:45 P. M.—Utlea, Oswego, Ithaca, Buffalo.

2:200 A. M.—For Chicago—steepers open 9 P. M.

Tickets at 167, 429, 1183 Broadway, N. Y.; 338

Fulton st., Brooklyn. "Dally, Except Sunday.

xThursdays, Fridays and Saturdays.

STEAMBOATS.

BY SEA TO MAINE ON THE FAST MODERN STEAMSHIPS OF THE MAINE STEAMSHIP CO.

Fulton st., Brooklyn. Daily. Ex-

IS THE MOST DELIGHTFUL SEA TRIP OUT OF NEW YORK. Fast modern Steamships NORTH STAR and HORATIO HALL sail for Portland Mondays, Tuesdays, Thursdays and Saturdays. Direct route to the White Mountains, Bar Harbor, Rangeley Lakes and all the famous Eastern Coast and Inland Summer Resorts. Only direct route to Portland, the scene of the great Army and Navy war games. Send for illustrated descriptive booklet' mailed free. Offices, 200 Broadway and Pier (New 32 East River, New York. Telephone, 1200 Orchard.

CATSKILL EVENING LINE. For Catskill and Catskill Mountain Points, Hudson and the Berkshires, Coxsackie and way landings. Steamer KAATEISKILL, or ONTEORA, every week day, from Pler 13, N. R., at 6 P. M., and from West 129th St. at 7 P. M.

Extra boat (ONTEORA) Saturdays, 1:30 P. M. from Pler 43, 1:50 from W. 129th St., for Catskill, Hudson by annex, and Malden.

Connections—Catskill Mountain, Boston & Albany and Albany & Hudson Hallroads.

Special trains for Cairo, Palenville, Otis Summit, Haines Corners and Tannersville.

Dining Rooms on Main Dock.

Descriptive Folder Mailed Free.

BLOCK ISLAND, ORIENT, GREEN PORT. SHELTER ISLAND and SAG HARBOR BOALS icave Pier 13, F. R., N. Y., near Wail st., week days, except Saturday, 5-30 P. M. Saturday, 1 P. M. MONDAY, LAROR DAY, Sept. 7, EXTRA TRIP FROM N. Y., 8 A. M. FOR GREENPORT AND SAG HARBOR. MONDAY, LARDIK DAY, Sept. 7, EXTRA TRIP FROM N. Y., S. A. M., FOR GIRRENPORT AND SAG HAUBOR. Commencing Sept. 8th sistemer for the above points will leave N. Y. on Tues., Wed, and Sat. at 5:00 P. M. Last trip for Block Island will be made Saturday. Seot. 12th.

ONLY \$2.00 New York to Providence. LINE New York to Providence Fast and elegant steamers leave New York aily, excepting Sunday, at 5 P. M., from Pier , East River, foot of Catharine St. — Phone

800 Orchard. Orchestra on each steamer

NEWYORK

THE FOUR-TRACK TRUNK LINE. VIA NIAGARA FALLS.

VIA BIAGARA FALLS.

Trains arrive and depart from Grand Central Itation, 42d street, New York, as below:

North and westbound trains, except those leaving Grand Central Station at 320, 1120 A. M., 248, 230, 813, 1130 P. M., will stop at 125th street to reselve passengers ten minutes after leaving Grand Central Station.

All southbound trains except the "20th Century" and the "Empire State Express" and Nos. 28 and 6 will stop at 125th st. ten minutes before their riving time at Grand Central Station.

2.10 A. M.—4MIDNIGHT EXPRESS.—Due Albany 5:55 A. M., Troy 6:40 A. M.

7.50 A. M.—4MIDNIGHT EXPRESS.—Due Albany 5:55 A. M., Troy 6:40 A. M.

7.51 A. M.—4ADIRONDACK, THOUSAND Albany 5:55 A. M., Troy 6:40 A. M.

8.30 A. M.—12MIRE STATE EXPRESS.—All important stations.

8.30 A. M.—12MIRE STATE EXPRESS.—All important stations.

8.41 A. M.—5XFACUSE LOCAL.—Stops at all important stations.

8.42 A. M.—12MIRE STATE EXPRESS.—Due Buffalo 4:45, Nisgara Falls 5:31 P. M.

8.43 A. M.—12MIRE STATE EXPRESS.—Due Buffalo 7:10, Nisgara Falls 8:07.

9.44 A. M.—15ARATOGA AND MONTREAL SPECIAL.

9.55 P. M.—15ARATOGA AND MONTREAL SPECIAL.

9.56 A. M.—10DE Buffalo 1:15 A. M.

1.57 P. M.—10DE Buffalo 1:15 A. M.

1.58 P. M.—20DE Buffalo 1:15 A. M.

1.59 P. M.—20DE Huffalo 1:15 A. M.

1.60 P. M.—20DE HUFFALO LIMITED.—20 Buffalo 1:100 P. M., Nisgara Falls 1:55 P. M.

1.60 P. M.—20DE HUFFALO LIMITED.—24 hours to Chicago via Lake Shore. 214 via M. C. P. M.—20 CHICAGO LIMITED.—24 hours to Chicago via Lake Shore. 214 via M. C. P. M.—20 CHICAGO LIMITED.—25 hour in control in the Chicago via Lake Shore. Electric lights and fans.

1.60 P. M.—3RATOGA LIMITED.—Except Saturday and Sunday; due Saratoga 7:16 P. M.—20 Loughus Calo CENTURY LIMITED.—20 hour train to Chicago via Lake Shore. Electric lights and fans.

1.60 P. M.—3RATOGA LIMITED.—24 hours to Chicago via Lake Shore. Electric lights and fans.

1.60 P. M.—3RATOGA LIMITED.—24 hours to Chicago via Lake Shore. Electric lights and fans.

1.60 P. M.—3RATOGA LIMITED.—24 hours to Chicago via Lake Shore. E 12.10 7.50 10.30 P. M.— ALBANY AND TROY FLYER.— Due Albany 6:40, Troy 7:06 P. M.
P. M.— ALBANY AND TROY EXPRESS. P. M.—*ALBANY AND TROY FLYER.—
Due Albany & C.O. Troy 7:36 P. M.

A.00 P. M.—*ALBANY AND TROY EXPRESS.

-Local stods.
P. M.—*DETROIT, GRAND RAPIDS and
CHICAGO SPECIAL
Due Cleveland 7:36 A. M., Cincinnaid 13:1,
Indianapolis 3:10, Chicago 4:30, St. Louis
6:45 P. M.—*LAKE SHORE LIMITED.—23:4
hour train to Chicago. All Pullman carri,
Indianapolis 3:10, Chicago 4:30, St. Louis
6:45 P. M.—*WESTERN EXPRESS.—24 hours
to Chicago via both L. S. and M. C.
7.00 A. H. or Rutland.
7.30 P. M.—*MONTREAL EXPRESS.—Via D.
P. M.—*MONTREAL EXPRESS.—Via D.
P. M.—*ADIRONDACK AND MONTREAL
EXPRESS.
8.00 A. M.—*BUFFALO, THOUSAND ISL.
ANDS AND TORONTO SPECIAL.
P. M.—*SPECIAL MAIL LIMITED.—
Neeping car only for Rochester.
P. M.—SPECIAL MAIL LIMITED.—
Seping car only for Rochester.
P. M.—*PACIFIC EXPRESS.—Chicago 84
hours by Michigan Central, 35 hours by
Lake Shore.

11.30 P. M.—*CHICAGO THEATRE TRAIN.—
Cape Vincent, Ogdenaburg, Buffalo, Detroit, Chicago and St. Louis.

*Daily. Except Sunday, Texcept Monday,
HARLEM DIVISION.

**OS A. M. and 5:35 P. M. daily, cacept Sunday, toPitisfield and North Adams; Saturdays only, 2:46
P. M.: Sunday at 9:30 A. M.
Pullman cars on all through trains.
Trains Illuminated with Pintsch light.
Ticket offices at 167, 261, 415 and 1216 Broadway,
25 Union Sq. W., 275 Columbus av., 133 West 125in,
314 St. grand Central Station, 125th St. station and
138ith st. station, New York; 338 and 726 Pulton st.,
and 100 Broadway, E. D., Brooklyn.
Telephone "900 38th Street" for New York CenTrail Cab Service. Baggage checked from hotel
or residence by Westcott Express Company.

NEW YORK CENTRAL ROUTE

NEW YORK CENTRAL ROUTE

NEW YORK, BOSTON AND NEW ENGLAND. Via Springneid and the

ROSTON AND ALBANY RAILROAD.

(New York Central and Hudson Blver R. R., Lessee.)

Trains leave Grand Central Station, Fourth
avenue and 22d street, New York, as follows:

1904 A. M., 12:00 noon, 4:00 P. M., 11:00 P. M.,
arrive at Boston 3:00 P. M., 5:40 P. M., 10:00 P. M.,
Leave Poston 3:00 P. M., 5:40 P. M., 6:15 A. M.
Leave Boston 19:00 A. M., 112:00 noon, *4:00 P. M.,
*11:00 P. M., arrive at New York 3:30 P. M., 5:40 P. M.,
10:00 P. M., 6:14 A. M.
Tickets at New York Central ticket offices, 167,
415 and 12:16 Broadway and at Grand Central Station,
A. H. SMITH.
GEORGE H. DANIELS,
Gen'l Manager.
Gen'l Pass'r Agent

WEST SHORE RAILROAD

(New York Central and Hudson River R. R., Lessee.),
Trains leave Franklin st. station, New York, as
follows, and 12 min. later foot West 47d st., N. R.:

'7:10 A. M.—Por interm. points to Albany.

'9:40 A. M.—(1) Catskill M't'n Express.

11:20 A. M.—(2) Stratoga and Mohawk Express.

11:20 P. M.—(3) Rip Van Winkle Flyer.

'1:20 P. M.—(4) Ulster Express to Catskill M't'ns.

13:25 P. M.—(4) Ulster Express to Catskill M't'ns.

13:25 P. M.—(4) Or Hudson River points & Albany.

10:00 P. M.—For Roch. Burfalo, Clevel'd & Chicago.

18:00 P. M.—For Roch. Burfalo, Detroit & St. Louis.

19:15 P. M.—For Syra, Roch., Niag, Falls, Det. & Chi.

19:15 P. M.—For Syra, Roch., Niag, Falls, Det. & Chi.

19:16 P. M.—For Syra, Roch., Niag, Falls, Det. & Chi.

19:17 P. M.—For Syra, Roch., Niag, Falls, Det. & Chi.

19:18 P. M.—For Syra, Roch., Niag, Falls, Det. & Chi. *Daily. †Daily except Sunday. Leave Brook-ly3 at 10:45 A. M., (2) at 10:45 A. M., (3) at 112:10 P. M., (4) at 12:45 P. M. Leave Jersey City. Penn. R. R. Sta. (10 at 19:47 A. M., (2) at 111:20 A. M., (3) at 111:50 P. M., (4) at 13:35 P. M. Time tables at principal hotels and offices. Baggage checked from hotel or residence by Westcott Ex-

READING SYSTEM

NEW JERSEY CENTRAL R. R. Liberty Street and South Ferry (time from South Ferry five minutes earlier than shown below). EASTON, HETHLEHEM, ALLENTOWN AND MAUCH CHUNK—24:00 (7:15 Easton only), 9:10 A. M., 1:20, 4:40, 5:00 (5:45 Easton only) P. M. Sundays, 24:25 A. M., 1:00, 5:30 P. M. 24:00, 0:10 A. M., 5:30 P. M. Sundays, 24:25 A. M., 1:00 P. M. LAKEWOOD, LAKEHURST, TOMS RIVER AND BARNEGAT—24:30, 9:40 A. M., 1:30 (3:44) Lakewood and Lakehurst only), 4:30 P. M. Sundays 9:15 A. M. days, 9:15 A. M. ATLANTIC CITY - 19:40 A. M., 13:40 P. M. (1:07 P. M. Saturdays). VINELAND AND BRIDGETON—124:00 A. M., 1130 P. M. P. M. Saturdays).

VINELAND AND BRIDGETON—124'00 A. M.,

VINELAND AND BRIDGETON—124'00 A. M.,

1130 P. M.

LONG BRANCH. ASBURY PARK. OCEAN

GROVE, POINT PLEASANT AND SEA,

SHORE POINTS—24'00, 830, 1130 A. M., (11)

Saturday onlyl, 2'15, 8:30, 3:53, 4:45, 5:30, 6:30,

(11:50 Wednesdays to Asbury Park and Saturdays to Point Pleasand P. M., Sundays, except

Ocean Grove, 9:15 A. M., 1:30, 4:00 F. M.

PHILADELPHIA — REALDING TERMINAL—

2*4:25, 17:00, 18:00, 9:00, 110:00, 11:00 A. M., 112:00,

4:00 P. M., 12:15 mdt.

2*4TH AND CHESTINIT STREETS—44:25, 18:30,

*10:30, *11:45 A. M., *1:00, 1*3:40, 5:500, *7:00, 19:23

P. M., *12:15 mdt.

READING HARRISBURG, POTTSVILLE AND

WILLIAMSPORT—44:00, 24:25, 18:00, #9:10,

(10:00, 11:00 A. M., Reading only), #41:00, #1:120

12:00 P. M., Reading, Pottsville and Harrisburg

only, 4:00, 5:500 P. M.

SANDY HOOK ROUTE—From ft. Rector St.,

Pler S. Atlantic Highlands, Seabright, More

mouth Beach and Long Brunch, Asbury Park,

Point Pleasant 9:00, 10:00, 11:00 A. M., 1:00, 2:07,

4:00, 5:00, 8:00, 8:00 Asbury Park) P. M. Sundays,

10:00 A. M., 1:09, 4:00, 8:00, P. M.

zFrom Liberty Street only, Daily, Daily,

Eveent Sunday *8 sunday only, Park,

Offices, Liberty St. Ferry, South Ferry, 6 Astor

House, 167, 201, 434, 13:00, 1354 Broadway, 132 Plith,

Av., 24 Thion Square West, 153 East 125th St., 223

West 125th St., 256 Columbus, Av., New York; 4

Court St., 34, 8:60 Futon St., Broadkyay, 192 Plith,

Av., 25 Thions Square West, 153 East 125th St., 223

West 125th St., 256 Columbus, Av., New York; 4

Court St., 34, 8:60 Futon St., Broadkyay, 192 Plith,

Av., 25 Thions Square West, 153 East 125th St., 223

West 125th St., 260 Futon St., Broadkyay, 192 Plith,

Av., 26 Thior Square West, 153 East 125th St., 223

West 125th St., 260 Futon St., Broadkyay, 192 Plith,

Av., 26 Thior Square West, 153 East 125th St., 223

West 125th St., 260 Futon St., Broadkyay, 192 Plith,

Av., 26 Thior Square West, 187 East 125th St., 223

West 125th St., 260 Futon St., Broadkyay, 192 Plith,

Av., 26 Thior

Vice-Pres. and Gen. Mgr. Gen. Pass'r Ags. ROYAL BLUE LINE; NEW JERSEY CENTRAL R. R., PHILADELA PHIA AND READING RY, and BALTI-

MORE AND OHIO R. R. Leave South Ferry Liberty St. Ferry, Balto.-Washington 18.25 AM 10.39 AM Buffel Balto.-Washington 10.25 AM 10.39 AM Inned Balto.-Washington 11.25 AM 11.45 A

BALTIMORE & OHIO RAILROAD

Lv. New York City, South Ferry Liberty St.
Chicago, Pittiburg, '12:10 nt. '12:15 nt.
Chicago, Celumbus'12:55 pm. '1:00 pm. Diner
Fittsburg, Cleveland '3:35 pm. '1:00 pm. Diner
Fittsburg Limited'' '6:55 pm. '7:00 pm. Buffet
Cincinnati, St. Louis'10:05 pm. '12:15 nt. Sleepor
Cincinnati, St. Louis' 9:55 pm. '7:00 pm. Buffet
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Cincinnati, St. Louis' 9:35 pm. '7:00 pm. Buffet
Ontice 167, 261, 434, 190 Broadway, 6 Asto.
House 25 Union Square V. 301 Graval St. N. Y:
303 Fulton Stitet Brooklyn, South Ferry and
Liberty Street Barrage checked from hotel of
residence to destination

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1245 P. M. Siristia, and R.) kland. 2001 at Them life and Kingston 3.5 P. M. Sapresa to Rockland. 1540 F. M. Western Express.